

California Partnership for the San Joaquin Valley
Transportation Work Group
Strategic Action Proposal
September 2006

I. Mission Statement

The mission of the Transportation Work Group is to build innovative transportation systems to increase travel choices and improve mobility, regional and state goods movement, air quality, and economic prosperity.

II. Background

A. Scope Adopted by Partnership Board

- Monitor and foster coordination of activities among the Highway 99 Task Force, Caltrans Highway 99 Corridor Enhancement Master Plan and Business Plan elements, and interstate status negotiations.
- Review and comment, and recommend to the Governor the Highway 99 Business Plan Element for safety and capacity improvements (being led by a jointly-coordinated effort by the Great Valley Center and Caltrans).
- Review and oversee the content and status of negotiations regarding interstate designation for Highway 99.
- Develop a model, using commercial activity and improved amenities and facilities at rest stops (including advanced telecommunications), to increase tourism in the region as an economic development strategy.
- Identify other regional transportation priorities for consideration such as east-west route enhancements, airports and ports, and other modes of transportation, including high-speed rail. (Focus on regional transportation needs, not local streets and roads.)
- Identify and recommend statutory changes which can best assist in the development of an overall regional transportation plan.

B. Background on Transportation in the San Joaquin Valley

Economic activity is mobile. It travels on rails; it comes through ports and airports and on the tires of 18 wheelers. Commuters move from home to work and spend increasingly long periods of time on the highways. Highway 99, from Bakersfield through San Joaquin County, carries more than a million vehicles a day and is the backbone of Central California – Highway 99 is California's Main Street.

The region also provides an integral goods movement link for the trucking industry through both the Highway 99 and I-5 Corridors. And efficient goods movement is an ever-expanding need within the region and the state as a whole. The Valley is slated to be the home of an additional 1.4 million people by the year 2020. In addition to growth pressure, the Valley does not currently meet health-based standards set by the United States Environmental Protection Agency

for ozone and particulate matter. All of these factors are indicators that a concerted effort to plan for and implement a higher capacity, safer, and cleaner regional transportation system within the Valley is paramount to the economic vitality of a place where the per capita income of every single Metropolitan Statistical Area is lower than Appalachia.

While transportation efforts alone cannot solve the land use, environmental, social and economic issues of the San Joaquin Valley, they can support or detract from efforts in each of these areas. At the broad regional, or as some have labeled it, the inter-regional level, a few strategic planning and implementation efforts have begun. These attempts to address transportation issues in an integrated, collaborative fashion must serve as models for each component of the overall system if the San Joaquin Valley is to successfully meet the enormous challenges it faces today, challenges that will be compounded in the remainder of the 21st century.

C. Existing San Joaquin Valley Models

- Highway 99 Task Force: In 2001, a group of regional leaders met and identified three priorities to promote an innovative economy within the region. The first priority was to convert Highway 99 from the San Joaquin Valley's "back alley" to its "Main Street." From this initiative, the Highway 99 Task Force was created. Focus on the corridor has since broadened and currently includes three parallel activities, and hundreds of interested individuals and agencies.

The Highway 99 Task Force was created in 2002 as a regional strategy to improve economic development and job creation. The Task Force recognized that first (and often lasting) impressions of the San Joaquin Valley are based on the image of the region seen from a car while driving down Highway 99. The Task Force set about improving both the function and appearance of the highway.

The Highway 99 Task Force now has more than 134 participants and their work has produced three documents: *Route 99 Corridor Improvement Guide*; *Corridor of Opportunity: Highway 99 as a Catalyst for Economic and Community Progress*; and *The Future of Rest: A Proposal to Promote Regional Economic Development through Rest Area Improvement*. Current projects include translating corridor "theme" concepts into elements to be incorporated into new projects and transforming the Tipton (Tulare County) and Turlock (Stanislaus County) rest stops into pilot projects for the 21st Century rest area concept. The Great Valley Center is working with Coach Connect, Inc. to incorporate WiFi hotspots and a traveler information portal and kiosks into these rest stops by November 2006.

An international design competition for a GreenStop[®], or sustainable design, for California rest stops was concluded in May 2006. Approximately 240 individuals registered for the competition, representing 27 of the United States and seven other countries. Entries addressed sustainable design, context sensitivity, and Caltrans regulations. It is hoped that the winning design, or elements from top designs, can be incorporated into a new model for California rest stops that offers a connection to the region in which it is situated, incorporates environmental and resource features, provides tourism information, and demonstrates best practices. Work will need to continue to address current legislative and regulatory barriers to commercial activities within the highway right of way, which prevents generating any revenue for upgrades,

maintenance, or security. This is a barrier to the redesign and more effective use of rest areas along the corridor.

The *Corridor of Opportunity* report highlighted that while anecdotal information regarding the lasting economic impacts of transportation improvements is useful, actually benchmarking and measuring local and regional economic impacts from transportation investments would lend support to future investments. Examples within the report suggest how such metrics could be designed and used by communities within the region.

- **Route 99 Corridor Master Plan:** The Highway 99 Corridor Master Plan consists of two elements, the Route 99 Corridor Enhancement Master Plan Element and the Business Plan Element. Caltrans, working with the Task Force which includes the eight San Joaquin Valley Councils of Government, developed and submitted to Business, Transportation and Housing Agency Secretary Sunne Wright McPeak the Route 99 Corridor Master Plan for the segment of the corridor from Stockton to south of Bakersfield. The Enhancement Master Plan Element emphasized corridor enhancements and discussed safety and capacity improvements, identifying more than \$6B in projects. The plan, which has received significant stakeholder input, also addresses corridor enhancement elements. The Master Plan Element will strengthen community identity, unify freeway improvements, and develop design concepts that tie communities through the San Joaquin Valley together and foster a valley-wide identity, while increasing safety and capacity. The Master Plan Element is intended to be a “design guide” for Caltrans and the communities as they make improvements to the appearance of the corridor.

At the direction of the Secretary, Caltrans worked with Great Valley Center and the Task Force to develop a Business Plan Element to guide implementation of the Master Plan. A subcommittee of the Task Force, comprised of the eight San Joaquin Valley Councils of Government Directors, developed a list of projects, their initial costs, potential funding sources, and their priority (in the form of priority categories as agreed to by the Councils of Government in the affected counties). This information was integrated and now constitutes the Business Plan Element which was finalized and submitted to the Partnership Board in December of 2005. The Business Plan emphasizes safety and capacity improvements and discusses the enhancements contained in the Master Plan. The Business Plan is intended as a “nuts and bolts” needs assessment and implementation plan for “hard” improvements in the areas of safety, capacity, and operations.

- **Interstate Stakeholders’ Group:** At the direction of the Secretary, Great Valley Center has facilitated discussions regarding the possibility of designation of the San Joaquin Valley portion of the Highway 99 Corridor as part of the Federal Interstate System and as a “High Priority Corridor”. Consensus was developed among the affected Councils of Government and other stakeholders that California should enter into negotiations with the U.S. Department of Transportation to grandfather Highway 99 into the federal Interstate Highway System. Fundamental to this agreement is the need for flexibility in the application of federal interstate standards. Financial advantage to inclusion within the interstate system also needs to be demonstrated.

Designation was sought in an attempt to receive additional federal funding and because of the belief that interstate status brings an economic benefit to the region. The federal 2006 transportation bill contained language that included Highway 99 as a “High Priority Corridor,” making it eligible for additional funding from an annual Congressional appropriation. Interstate designation will not result in additional federal funding, but may have local economic benefits.

The Highway 99 Task Force and the Interstate Stakeholders Group are currently combined into a single entity and are meeting in conjunction with the Partnership’s Transportation Work Group.

D. Connection to the Blueprint Planning Process

The Valley has realized significant progress through the utilization of coordinated transportation efforts, experiencing first-hand the benefits of a unified strategy to address complex issues that cross jurisdictional boundaries. It is because of these successes and the focus of the Partnership that the eight Councils of Government, in partnership with the Great Valley Center, have received funding from the Business, Transportation and Housing Agency and the San Joaquin Valley Air Pollution Control District to embark upon a Blueprint planning process. This opportunity offers a chance to plan for the future of transportation and land use in the San Joaquin Valley. By engaging citizens and policymakers at the local, county, and state levels, the Valley will be able to create a regional vision to ensure that California's fastest growing region will thrive well into the 21st century.

Through the Blueprint process, development of a strategy to implement a regional transportation system that can serve the Valley’s internal needs and support its ever-increasing role in state commerce will be critical. For example, through this process, the region has a chance to learn from other regions, plan for, and begin to protect and acquire rights of way for public transit systems that may begin with interconnecting bus systems but could one day transition into light rail. Even if many areas never move beyond busways, an interconnecting system unites communities through a common vision and inspires planning for alternatives to highly inefficient, environmentally challenging single auto transportation. Whether it is through bike and walking paths, busways, light rail, carpool lanes, high speed rail or some combination of these transportation modes or others not even available today, the region will have an opportunity to take a comprehensive look at how it plans for and accommodates the transportation needs of the future. As the recommendations within this report are turned over to the Blueprint process to further develop, in concert with the Blueprint land use planning, there is a chance to build in new assumptions, plan for success, and enhance quality of life for a vital part of California.

E. Responsible Implementers

It should be recognized that fundamental to implementation is prioritization of San Joaquin Valley transportation projects by the California Transportation Commission (CTC). Therefore, it is an overarching recommendation that Caltrans Districts 6 and 10, in conjunction with the San Joaquin Valley Councils of Government, other local government agencies, business representatives, and other stakeholders develop strategies to strengthen the region’s funding position with the CTC. Every effort should be made to “make the case” for the region and

provide a sound basis for funding projects in a region that is experiencing unprecedented growth and has traditionally not received an adequate or equal share of transportation dollars.

III. Goals & Objectives

A. Narrative

- 1. Goal 1: Implement a universally accepted Route 99 Corridor Enhancement Master Plan Element and Business Plan Element for the 274-mile section within the San Joaquin Valley.**
 - a. Metrics-**The Highway 99 Corridor will be improved to the standards found within the Enhancement Master Plan and Business Plan Elements.
 - b. Objectives**
 - **Objective A:** Increase capacity, improve highway operations, maximize safety, foster economic vitality, protect environmental resources, and create a San Joaquin Valley Route 99 Corridor identity.
- 2. Goal 2: Foster coordination of activities among the Highway 99 Task Force, Caltrans, and the San Joaquin Valley Councils of Government to facilitate implementation of the Route 99 Corridor Enhancement Master Plan and Business Plan Elements and to monitor interstate negotiations.**
 - a. Metrics-**Coordinated efforts by stakeholders supporting the Route 99 corridor improvements and consensus on investments in the corridor.
 - b. Objectives**
 - **Objective A:** Build an ongoing coalition of support for activities facilitating improvement to the Route 99 Corridor.
- 3. Goal 3: Improve goods movement within the region to increase economic vitality, traffic safety, and mobility.**
 - a. Metrics-**Well-defined and cohesive improvements in regional goods movement that include measurable environmental, social and economic benefits throughout the San Joaquin Valley.
 - b. Objectives**
 - **Objective A:** Increase benefits to the San Joaquin Valley from goods movement through a “goods movement enhancement system” specific to the region.
- 4. Goal 4: Enhance goods movement capacity while increasing safety, decreasing congestion, enhancing economic development within the region, and implementing air quality improvement measures.**

a. **Metrics**-Reduce the impact of truck traffic and improve overall corridor capacity while accommodating expanded goods movement through actions such as emphasis on mode shift and delivery management.

b. **Objectives**

- **Objective A: Accommodate current and future goods movement needs while improving related quality of life issues within the region.**

5. **Goal 5: Create a sustainable region-wide transit system for the San Joaquin Valley.**

a. **Metrics**-A region-wide transit interconnectivity system will be designed and priority projects begun, demonstrating increased transit ridership, improved passenger mobility, and positive contributions to air quality.

b. **Objectives**

- **Objective A: Implement, through an incremental plan, a comprehensive and efficient alternative transportation system for inter and intraregional passenger movement.**

6. **Goal 6: Transform roadside rest areas into user-friendly amenities that benefit the overall region and the communities within which they are sited.**

a. **Metrics**-A roadside rest prototype, incorporating the elements contained in the design kit for and subsequent winning designs of the GreenStop[®] Competition, will be built within the San Joaquin Valley.

b. **Objectives**

- **Objective A: Improve roadside rest area amenities and facilities to benefit user safety, facilitate tourism, and educate users about the environment and local communities.**

7. **Goal 7: Include within regional transportation plans those actions that are designed to support and encourage implementation of the Blueprint regional land use plan.**

a. **Metrics**-Regional transportation investments will support the regional Blueprint land use plan.

b. **Objectives**

- **Objective A: Utilize transportation as a support for the Blueprint-generated regional land use plan, thereby minimizing land use changes triggered by transportation development.**

8. **Goal 8: Implement transportation projects which support planned land use and improve regional mobility.**

a. **Metrics**-Measurable conformity of transportation projects with the region-wide land use and mobility plans developed through the Blueprint process.

b. **Objectives**

- **Objective A:** Identify, prioritize, gain support for, and implement projects which help support region-wide land use and mobility plans developed through the Blueprint Planning Process.

9. **Goal 9: Improve decision-makers' and the general public's understanding of the extent to which investments in transportation improvements facilitate economic development.**

a. **Metrics**-25% of jurisdictions within the region will introduce and develop statistical tracking of the link between transportation improvements and economic development.

b. **Objectives**

- **Objective A:** Implement an ongoing system for tracking economic development as it occurs in conjunction with transportation investments, thereby increasing government's and the public's willingness to invest in transportation improvements.

10. **Goal 10: Assure the high-speed rail system, if implemented, assists the San Joaquin Valley in achieving its economic, environmental, land use, and mobility goals.**

a. **Metrics**-Mitigation measures will be in place to offset impacts within the region caused directly and indirectly by implementation of the system. Benefits from the system to the regional economy and SJV residents and businesses will be measurable.

b. **Objectives**

- **Objective A:** Provide tangible benefits and mitigate impacts to the region while assisting the state in meeting its transportation goals.

11. **Goal 11: Implement "intelligent transportation system technologies" to assist the region in reaching its mobility goals.**

a. **Metrics**-Measurable improvements to the San Joaquin Valley mobility system supported by integration of intelligent transportation technologies.

b. **Objectives**

- **Objective A:** Take advantage of new technologies to improve project outcomes for all stakeholders.

B. **At-A-Glance Matrix**

Transportation

Mission Statement

Build innovative transportation systems to increase travel choices and improve mobility, regional and state goods movement, air quality, and economic prosperity.

Metrics: see metrics listed below with each goal.

Indicators: Increase in through-put and velocity. Increase in quality rating of roadway conditions. Decrease in vehicle hours of delay. Increase transit availability. Increase in goods movement productivity. Increase in safety. Increase number of roadway enhancements.

Immediate Actions (First Year)	Short Term Actions (2-3 Years)	Intermediate Actions (4-6 Years)	Long-Term Actions (7-10 Years)	Responsible Implementer
Goal 1: Implement a universally accepted Route 99 Corridor Master Plan (Enhancement and Business Plan Elements) for the 274-mile section within the San Joaquin Valley. Metric: The Highway 99 Corridor will be improved to the standards found within the Enhancement Master Plan and Business Plan Elements.				
Objective A: Increase capacity, improve highway operations, maximize safety, foster economic vitality, protect environmental resources and create a San Joaquin Valley Route 99 Corridor identity.				
Memorialize support of the plans through Council and Board resolutions. Initiate and support local self-help initiatives and the Governor's Infrastructure Bonds. Incorporate the Business Plan Element into the work of the Blueprint process.	Through continuing efforts of the Highway 99 Task Force and the Blueprint process, further refine plan strategies and identify additional funding opportunities. Implement projects.	Identify new opportunities to leverage corridor improvements in conjunction with strategies developed through the Blueprint process. Implement projects.	Produce a <i>State of the Corridor</i> report to measure progress and refine the action plan as needed to complete improvements to the corridor laid out in the Enhancement Master Plan and Business Plan Elements.	The CTC, Caltrans in conjunction with Councils of Government, local government agencies, and the Highway 99 Task Force.

Goal 2: Foster coordination of activities among the Highway 99 Task Force, Caltrans, and the SJV COGs to facilitate implementation of the Route 99 Corridor Enhancement Master Plan and Business Plan Elements and to monitor interstate negotiations.				
Metric: Coordinated efforts by stakeholders supporting the Route 99 corridor improvements and consensus on investments in the corridor.				
Objective A: Build an ongoing coalition of support for activities facilitating improvement to the Route 99 corridor				
Continue working sessions focused on Enhancement Master Plan Element and Business Plan Element implementation. Initiate convening and work of the Highway 99 Master Plan Advisory Committee under development by Caltrans Districts 6 and 10. Install corridor logo signage. Monitor interstate negotiations.	Using Route 99 Improvement Guide, GVC, May 2004, engage and educate local elected officials and staff in the benefits of corridor-adjacent land use policies, viewshed enhancement, and economic development. Continue to monitor interstate negotiations facilitating consensus/consent, as appropriate.	Inventory enhancements completed and planned. Identify additional opportunities to improve corridor identity and establish “best practice” library.	Expand efforts to other corridors, as appropriate.	Federal Department of Transportation, FHWA, Caltrans, SJV Councils of Government, Highway 99 Task Force
Goal 3: Improve goods movement within the region to increase economic vitality, traffic safety, and mobility				
Metric: Well-defined and cohesive improvements in regional goods movement that include measurable environmental, social and economic benefits throughout the San Joaquin Valley.				
Objective A: Increase benefits to the San Joaquin Valley from goods movement through a “goods movement enhancement system” specific to the region.				
Identify stakeholders to participate with Business, Transportation and Housing Agency (BT&H) and California Environmental Protection Agency (CalEPA) in developing regional goods movement plan specific to the San Joaquin Valley to be integrated into the overall state plan for goods movement.	Develop the <i>San Joaquin Valley Goods Movement Action Plan</i> . The plan should address all relevant modes of goods movement including, but not limited to, truck, rail, and air.	Develop a business plan that identifies projects and funding strategies necessary to implement the action plan	<i>Implement the San Joaquin Valley Goods Movement Action Plan.</i>	BT&H, Cal EPA, San Joaquin Valley Air Pollution Control District, and appropriate stakeholders

<p>Goal 4: Enhance goods movement capacity while increasing safety, decreasing congestion, enhancing economic development within the region and implementing air quality improvement measures</p> <p>Metric: Reduce the impact of truck traffic and improve overall corridor capacity while accommodating expanded goods movement through actions such as emphasis on mode shift and delivery management.</p>				
<p>Objective A: Accommodate current and future goods movement needs while improving related quality of life issues within the region.</p>				
<p>Business, Transportation and Housing should initiate a hearing and support state level discussions with the Air Resources Board and other appropriate State agencies and commissions to determine how to fully utilize the Shafter Intermodal Freight Facility (infrastructure already paid for by State of CA) and other rail-dependent projects. Additionally, support further study and development of technologies and projects such as “Short Sea Shipping” and other alternative goods movement projects to determine if/how they might contribute to the economic, environmental, and transportation needs of the San Joaquin Valley.</p>	<p>Identification of strategies to improve rail cooperation and capacity in goods movement. Identification of resources to fund research and development efforts focused on improved/alternative goods movement technologies. Coordinate with existing transportation groups, economic development interests, and the Blueprint process.</p>	<p>Implementation of rail strategies and goods movement pilot projects.</p>	<p>Expansion of program and analysis of value added to quality of life and economic conditions through improved and new methods for transporting goods.</p>	<p>Business, Transportation & Housing and the private sector with support from appropriate government agencies</p>

Goal 5: Create a sustainable regionwide transit system for the San Joaquin Valley. Metric: A regionwide transit interconnectivity system will be designed and priority projects begun, demonstrating increased transit ridership, improved passenger mobility, and positive contributions to air quality.				
Objective A: Implement, through an incremental plan, a comprehensive and efficient alternative transportation system for inter and intraregional passenger movement.				
Commitment by Caltrans and Councils of Government to develop a regional transit interconnectivity system plan during the Blueprint process.	Identify strategic rights of way methods for protecting them for project implementation.	Work with San Joaquin Valley Air Pollution Control District (SJVAPCD) to quantify benefits of regional system implementation and develop public education program.	Prioritize projects, identify funding mechanisms, and begin initial project construction.	Caltrans, Councils of Government, transit service providers, Blueprint Regional Advisory Committee, and SJVAPCD
Goal 6: Transform roadside rest areas into user-friendly amenities that benefit the overall region and the communities within which they are sited. Metric: A roadside rest prototype, incorporating the elements contained in the design kit for and subsequent winning designs of the GreenStop© Competition, will be built within the San Joaquin Valley.				
Objective A: Improve roadside rest area amenities and facilities to benefit user safety, facilitate tourism, and educate users about the environment and local communities.				
Address the regulatory issues regarding designer selection, commercial activity, and interagency partnerships. Earmark appropriate funds from Infrastructure Bond to augment rehab funds to accommodate construction.	Move project through planning, design, engineering and permitting phase.	Construct facility.	Develop a plan to facilitate replicating the facility at additional sites throughout the region and to incorporate context sensitive elements.	Caltrans in conjunction with California Tourism, California State Parks, California Transportation Commission, Highway 99 Task Force, and Federal DOT FHWA
Goal 7: Include within regional transportation plans those actions that are designed to support and encourage implementation of the Blueprint regional land use plan. Metric: Regional transportation investments will support the regional Blueprint land use plan.				
Objective A: Utilize transportation as a support for the Blueprint-generated regional land use plan, thereby minimizing land use changes triggered by transportation development.				
Coordinate transportation plans with land use discussions within the Blueprint process at the local and regional level.	Evaluate likely land use effects of current regional transportation projects with context of the Blueprint process.	Develop methods for meeting regional transportation needs and insuring integrity of regional land use plans.	Assess level to which implementation of land use plans are driving transportation investments and develop strategies to address challenges as appropriate.	Caltrans, Councils of Government and Blueprint Regional Advisory Committee

Goal 8: Implement transportation projects which support planned land use and improve regional mobility. Metric: Measurable conformity of transportation projects with the regionwide land use and mobility plans developed through the Blueprint process.				
Objective A: Identify, prioritize, gain support for, and implement projects which help support regionwide land use and mobility plans developed through the Blueprint Planning Process.				
Convene Blueprint partners and stakeholders to discuss proposed projects as compiled by Districts 6 & 10. Outline additional types of projects for consideration that address the broader scope of mobility modes such as rail, transit, and air.	Develop methodology for measuring success as it relates to implementing transportation to support land use plans. Review proposed regional projects against regional land use plan developed through Blueprint process.	Develop criteria for prioritizing and apply said criteria to proposed regional projects. Identify resources and timeline for implementation. Begin implementation.	Continue implementation and update regional project list.	Caltrans, Councils of Government, Blueprint Regional Advisory Committee
Goal 9: Improve decision-makers' and the general public's understanding of the extent to which investments in transportation improvements facilitate economic development. Metric: 25% of jurisdictions within the region will introduce and develop statistical tracking of the link between transportation improvements and economic development.				
Objective A: Implement an ongoing system for tracking economic development as it occurs in conjunction with transportation investments thereby increasing government and the public's willingness to invest in transportation improvements.				
Develop a plan for implementing recommendations in <i>Corridor of Opportunity: Highway 99 as a Catalyst for Economic and Community Progress</i> , GVC, March 2005.	Hold "Transportation: A Cornerstone of the Economy" workshop for representatives of economic development agencies/corporations, Councils of Government, Chambers of Commerce, and other stakeholders. Develop commitment for instituting measurement system.	Issue first report on findings.	Promote continued and more refined tracking of how transportation infrastructure improvements encourage and support economic development.	Caltrans, in conjunction with Great Valley Center, Economic Development entities, Chambers of Commerce and Councils of Government

Goal 10: Assure the high-speed rail system, if implemented, assists the San Joaquin Valley in achieving its economic, environmental, land use, and mobility goals. Metric: Mitigation measures will be in place to offset impacts within the region caused directly and indirectly by implementation of the system. Benefits from the system to the regional economy and SJV residents and businesses will be measurable.				
Objective A: Provide tangible benefits and mitigate impacts to the region while assisting the state in meeting its transportation goals.				
Identify advocates of the proposed system who also understand the broad range of possible benefits and challenges the project could bring to the region. Engage them in the process.	Monitor progress of the proposal and continue to advocate on behalf of the region.	Dependent upon the progress of the high-speed Rail proposal.	Dependent upon the progress of the high-speed Rail proposal.	Councils of Government, with assistance from representatives of stakeholder groups
Goal 11: Implement “intelligent transportation system technologies” to assist the region in reaching its mobility goals. Metric: Measurable improvements to the San Joaquin Valley mobility system, supported by integration of intelligent transportation technologies				
Objective A: Take advantage of new technologies to improve project outcomes for all stakeholders				
Update COGs and Highway 99 Task Force on the status of the SJV ITS Strategic Deployment Plan.	Determine which elements of the ITS Plan should/can be integrated into planned projects.	Develop a Business Plan for implementing technologies	Model, within the San Joaquin Valley, best practices in "intelligent transportation technologies"	Caltrans, Councils of Government, with other local jurisdictions, and the private sector

IV. Resources for Implementation

A. Existing Resources

Assuming passage of the Governor's Infrastructure Bonds in November of 2006, significant dollars will be available to assist with implementation of transportation priorities within the region. While \$1 billion is earmarked for Highway 99 improvements, it should be noted an estimated 15% of the funding will be utilized for projects on the portion of the corridor north of the San Joaquin Valley. With corridor improvements priced at \$6 billion, in today's dollars, it is apparent additional funding will need to be identified to complete the Business Plan Element of the Master Plan.

B. Additional Resources

Along with the earmarked funding, additional revenue in the billions of dollars may be available from the bonds for other projects within the San Joaquin Valley. The region should be preparing strategies to compete for these funds as well. Being prepared to meet award criteria such as submission of performance measures, demonstration of partnerships that leverage bond dollars with other sources of funding, and deliverability of proposed projects, is fundamental to successful applications for additional transportation funding. To the extent the Councils of Government and other local agencies can collaborate on these efforts, the possibility for increasing funding from multiple sources compounds exponentially.

During the same election cycle, a number of the counties within the region will have local sales tax measures on the ballot. If passed by the voters, these measures will generate additional monies that can be utilized as cost share components within local projects' funding packages. These funds should not be considered as a resource to help improve Highway 99 safety and capacity. Representatives from these counties have already underscored a fundamental premise that revenue from local measures is intended to be used for local projects and not to supplant funding appropriately designed for projects of interregional significance.

In addition to the Infrastructure Bonds and local measures, traditional federal and state sources of funding will continue to be available as budgets allow and should be used to help meet transportation goals. This revenue includes traditional programs such as the State Transportation Improvement Program (STIP), as well as, line item appropriations initiated by Valley legislators. It is also recommended funding for projects required to meet the needs of new development be tied, through a "fair share" methodology, to the fees assessed during development approval processes.

Finally, even if the Governor's Infrastructure Bonds and the local measures pass, and these funds are coupled with traditional revenue sources, there will be a significant shortfall of funds available to meet the current transportation needs of the region. This underscores the importance of carefully considering land use patterns, through the Blueprint planning process; as how the region meets its projected growth will have a direct relationship to transportation costs. It also

necessitates a parallel regional dialog about new funding mechanisms that might be created to meet the ongoing transportation needs of the region.

V. Status Report

Please reference goal and objective descriptions in Section III for context.

- Goal 1, Objective A: Through the work of the Highway 99 Task Force and the Transportation Work Group, both documents have been recommended to the Partnership Board for approval and implementation. The Secretary has asked for further refinement to the Business Plan Element. In July 2006, Great Valley Center, in conjunction with Caltrans Districts 6 and 10, organized a meeting to begin these discussions and included Caltrans Districts 2 and 3, SACOG and Butte County in the discussion as it relates to the Infrastructure Bond money earmarked for the 99 Corridor.
- Goal 2, Objective A: Since the inception of the Partnership, Highway 99 participants have been invited to participate in the Transportation Work Group meetings. Caltrans has given an update on interstate negotiations at these meetings. An advisory committee to oversee implementation of the Enhancement Master Plan Element and Business Plan Element is being formulated by Districts 6 and 10.
- Goal 3, Objective A: A Goods Movement Action Plan has been developed by BT&H. Representatives of the San Joaquin Valley, during Work Group meetings, have voiced a concern that more attention should be given to the Valley's role and how it functions in that role.
- Goal 4, Objective A: The Shafter Intermodal Freight Facility is in place, but there is less than adequate cooperation from railroads. It is reported over the last ten years the railroads have systematically cut California out of Intermodal connections. (Action was taken in regards to passenger movement, but not freight movement.) At least one new technology for moving goods is in development awaiting further encouragement from BT&H and several potential projects are in some stage of development.
- Goal 5, Objective A: No comprehensive regional work has been identified.
- Goal 6, Objective A: Designs for a new roadside rest area prototype, adaptable to reflect regional context, have been developed during a competitive process (GreenStop[®] Competition), and winning designs were selected that best meet both design objectives and design competition rules, based on Caltrans regulations. Some funding is already in the pipeline for rehabilitation of the Raines (Tipton in Tulare County) site, which is temporarily on hold in the hopes of identifying additional funds to implement the new prototype.
- Goal 7, Objective A: While anecdotal information is available and general studies about the topic abound, no comprehensive inventory of transportation-spurred land use changes is available for the San Joaquin Valley. It is anticipated the relationship between transportation investments and land use will be discussed at length during the Blueprint process.
- Goal 8, Objective A: At the request of the Transportation Work Group, Caltrans Districts 6 and 10 staff prepared a list of proposed regional projects. Regional was defined to mean projects, which if implemented, would have some significant effect upon or be considered a significant component of improved regional mobility beyond the specific location of the improvement and general surrounding area. The list provided is primarily oriented towards projects which benefit auto/truck movement. In the context of this recommendation, it should be expanded to include all relevant modes of transportation, thereby developing a comprehensive mobility strategy. The current list of

projects has not yet been vetted with a regional group nor has the Blueprint process advanced far enough to test it against land use plans that will be developed and agreed upon with the Blueprint planning process. This recommendation is not meant to affect the status of projects which are currently in the implementation stage but not yet completed.

- Goal 9, Objective A: As part of the work of the Highway 99 Task Force, the need was identified to determine how economic development activities within close proximity to transportation infrastructure investments are related. In response, under a subcontract with Great Valley Center, Collaborative Economics researched how this connection might be tracked and then be used to inform decision-makers of the long-term relevance of transportation projects to local and regional economies.
- Goal 10, Objective A: Planning for the High-Speed Rail System is continuing through the CA High-Speed Rail Authority.
- Goal 11, Objective A: The State of California has developed a state plan for its “Intelligent Transportation System.” Some technologies have been incorporated throughout the region; however many more are available. Implementation is not keeping up with other areas of the state.

VI. Attachments

A. Background Resources

Attachment A: Background Resources

Route 99 Corridor Enhancement Master Plan Element: Unifying the Aesthetic Treatment of Highway Improvements, Caltrans, 2005

Route 99 Corridor Business Plan Element: Decision-Makers Guide to Improving the Route 99 Corridor, Caltrans, December 2005

Goods Movement Action Plan Phase I: Foundations, BT&H and CalEPA, September 2005

Goods Movement Action Plan Phase II Progress Report: Draft Framework for Action, March 2006

City of Shafter; Linking Northern, Central and Southern California to the World and the Nation (Power Point)

Westar Transport Short Sea Shipping Vision: A National Water Highway System for the West Coast

“Community Transit plans rapid bus service along 99,” Brian Alexander, The Seattle Times, August 2, 2006

Creating a Sustainable Transit Armature for California’s Future Form, Bruce A. Race FAIA, AICP, September 29, 2000

The Future of Rest: A Proposal to Promote Regional Economic Development through Rest Area Improvements, Great Valley Center, 2005

Commercial Activities at California Rest Stops: An Overview for Secretary Sunne Wright McPeak, Great Valley Center, July 7, 2005

The 21st Century Rest Area Linking the Corridor and the Region, Great Valley Center, 2005

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